USER'S MANUAL FOR RANGE ROVER REMOTE CONTROL ENGINE STARTER

- The system remotely starts your Range Rover to warm the engine and warm or cool the interior to your pre-selected temperature.
- Door lock control is still possible, even though the Range Rover Key Fob buttons are designed not to operate when the vehicle is running.
- For safety, the remote starter will not respond if the hood is open.
- The system is timed to shut off after 25 minutes.

To Operate the Starter:

Briefly TAP and then HOLD the START/STOP BUTTON until the BLUE LED blinks, then release. The parking lights will flash to confirm receiving the signal. Five seconds later the vehicle will start and the parking lights will come on to show the vehicle is running.

Unlock the doors by BRIEFLY pressing the START/STOP BUTTON. Enter the vehicle and drive off as usual. The system looks for, and assumes you have your regular key on you to continue proper operation.

Folding Side View Mirrors:

Because the Range Rover Key Fob was not used to unlock the doors, you will have to press the button on the door to reposition the mirrors.

To Turn Off the Starter:

Once running, the starter can be shut down by Briefly TAPPING and then HOLDING the START/STOP button until the BLUE LED blinks. If left unattended it will shut down automatically after 25 minutes.

Normal Locking:

The Range Rover key should always be used for normal locking and setting of the alarm system.

Rear Hatch Release:

When the vehicle is running on Remote Start, the Range Rover key is inoperative. Unlock the vehicle by pressing the START/STOP BUTTON. Then the rear hatch can be opened with the manual release.

THE EXTRA KEY IS HIDDEN IN THE VEHICLE YOUR SALESPERSON WILL SHOW YOU WHERE

- **THE ORIGINAL BATTERY HAS BEEN REMOVED BY THE INSTALLER. THE KEY FOB IS WIRED INTO THE VEHICLE AND WILL ONLY COMMUNICATE WHEN REMOTE**

STARTED. <u>AT ALL OTHER TIMES IT IS USELESS AND SECURE WITHOUT REASSEMBLING IT.</u>

FOR OLDER STYLE KEY FOBS:

- **YOU HAVE BEEN GIVEN THE ORIGINAL BATTERY AND TRAY. IT IS A RECOMMENDATION TO HIDE THEM IN THE VEHICLE, IN CASE THE SPARE KEY IS NEEDED IN AN EMERGENCY.**

TO USE THE KEY (OR IF NEEDED BY A SERVICE TECHNICIAN), PULL OUT THE WIRED COPPER BYPASS MODULE, THEN REINSTALL THE BATTERY AND TRAY.

(WITH THE COPPER BYPASS IN PLACE, THE METAL TRIM IS NOT SUPPOSED TO CLOSE ALL THE WAY).

WHEN THE BATTERY TRAY IS IN THE KEY FOB, THE METAL TRIM CAN NOW BE SNAPPED CLOSED.

TO REOPEN: USE A POINTED OBJECT TO PRESS THE BLACK RECTANGLE AT THE TOP CENTER OF THE KEY. THIS RELEASES THE METAL TRIM.

(IT ALSO RELEASES THE KEY BLADE COMPARTMENT ON THE OPPOSITE SIDE).

FOR NEWER STYLE KEY FOBS:

- **YOU HAVE BEEN GIVEN THE ORIGINAL BATTERY, KEY BLADE, CASE AND CHROME TRIM. IT IS A RECOMMENDATION TO HIDE THEM IN THE VEHICLE, IN CASE THE SPARE KEY IS NEEDED IN AN EMERGENCY.**

TO USE THE KEY (OR IF NEEDED BY A SERVICE TECHNICIAN), PULL OUT THE WIRED COPPER BYPASS MODULE, REINSTALL THE BATTERY, SNAP THE COVER BACK ON, INSTALL THE KEY BLADE AND SLIDE THE CHROME TRIM INTO PLACE.

TO REINSTATE THE KEY FOB FOR REMOTE STARTER USE:

PRESS HARD AND SLIDE THE CHROME EDGE 1/8" UPWARDS,
THEN PULL STRAIGHT OUT.

THERE IS A MARKED SLOT ON THE EXPOSED LOWER EDGE OF THE CASE, INSERT A SCREWDRIVER AND TWIST IT APART.

TO INSERT THE COPPER BYPASS MODULE, GENTLY PRY UP THE EDGE OF THE CIRCUIT BOARD AND SLIDE IT IN.